Decision to merge the two Authorities has been taken to derive the following advantages :

(i) Merger would facilitate better mobilisation and utilisation of resources for integrated development of airports.

(ii) It would provide for closer integration, better administration and cohesive management of airports, aeronautical communications and air transport management services.

(iii) The expertise developed in various fields in the two organisations can be pooled for improved efficiency.

(iv) With the proposed unification, it would be possible to avoid overlap, enable better deployment and secure more efficient utilisation of the manpower.

(v) Integrated development of airport facilities would be the responsibility of a single Authority having better command over resources.

The merger Bill which currently is before the Parliamentary Committee on Transport and Tourism, is expected to be taken up for consideration by the Parliament in the current session.

Introduction of pension scheme for the employees of I.A.

25. SHRIMATI CHANDRIKA ABHINANDAN JAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what is the present status of Pension scheme for the employees of Indian Airlines which had been submitted to Government for further necessary approvals in 1990-91 ;

(b) what is the outcome thereof ;

(c) whether it is a fact that the management of Indian Airlines have earlier collected monthly collections on account of Pension from 1977 ;

(d) if so, the total amount so collected ;

(e) whether Government propose to introduce this scheme for employees as retirement benefit ;

(f) if so, what are the detail thereof; and

(g) if not, what are the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) No pension scheme was submitted to the Government for approval in 1990-91.

(c) and (d) The Indian Airlines management did not collect any money from its employees on this account. However, a provision to the tune of Rs. 18.88 crores was made during the period 1978-79 to 1987-88 towards the contribution of Indian Airlines for introduction of the pension scheme.

(e) to (g) There is no such proposal at present; Indian Airlines employees are covered under benefits of Contributory Provident Fund Scheme.

Survey for Air Traffic in domestic sector

26. SHRIMATI CHANDRIKA ABHINANDAN JAIN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have conducted any study/survey of the market potential for passengers/goods air traffic in domestic sector ;

(b) if so, the details thereof ;

(c) whether Government are aware of such surveys done by some private carriers that have entered the market in the last three years ;

(d) If so, the details thereof ; and

(e) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) In order to make a realistic assessment of domestic air passenger traffic upto the year 2000, a Committee

has been set up under the Chairmanship of Adviser, (Transport), Planning Commission. The Committee is expected to submit its report by the end of December, 1993.

(c) to (e) Government are not aware of any systematic survey, carried out by Air Taxi Operators.

Rejection of the Open Sky Policy/Scheme

27. SHRI S. S. SURJEWALA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have finally rejected the Open Sky Policy/Scheme started by the Department of Civil Aviation ; and

(b) what are the sailent features of the scheme along with the reasons for the rejection of the Scheme ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) No, Sir. The "Open Sky Policy" relates to operation of cargo flights as laid down in AIC 18/1992 (Copy attached as statement (*See* below). The policy remains in force. The question of its rejection does not arise.

Statement

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GOVERNMENT OF INDIA

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A. I. C.

No. 18/1992

11th May, 1992

F. No. 3/1/92-AIS
F. No. AV. 26012/1/91-AT. III

The following A. I. C. is issued for information and necessary action. This supersedes AIC No. 21/1991 dated 28th October, 1991.

(M. R. SIVARAMAN)
DIRECTOR GENERAL OF CIVIL AVIATION

OPEN SKY POLICY FOR CARGO FLIGHTS FROM INDIA

1. Earlier Open Sky Policy for foreign cargo carriers was declared for a period of three years ending December 1992. In order to facilitate cargo carriers to make their investment decisions and undertake commitments on long terms basis, it has been decided to place this 'Open Sky Policy' for cargo operations on a permanent basis.

2. The cargo flights may be cleared freely form airports where customs/immigrations facilities are available Scheduled and non-scheduled operators, both Indian and Foreign may submit applications/proposal to the Director General of Civil Aviation for getting clearances for such flights. Cargo flights into India are also permitted.

3. Government will give favourable consideration to private operators, associations of exporters etc., to run air cargo operations on their own or on a consortium basis through purchased or leased freighter aircraft.

4. Carriers are free to charge rates according to the demand and supply situation.

5. Operators are required to meet the operational, and safety requirements while operating such adhoc cargo flights.